

Airport capacity profile estimates were created using a standard set of performance characteristics and do not take into account non-runway constraints, unless otherwise noted. The capacity estimates developed for this report are not intended to replace the results of any detailed analysis that would precede an environmental, investment, or policy decision.

The list of Future Improvements and their expected effects on capacity does not imply FAA commitment to, or approval of, any item on the list.

DEFINITION

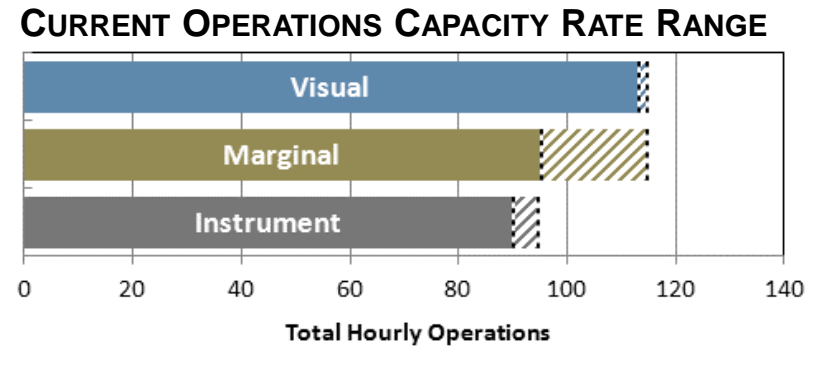
- The capacity profile shows the hourly throughput that an airport is able to sustain during periods of high demand, represented as the range between the model-estimated capacity and the ATC facility reported rate (called rate). Each weather condition has a unique capacity rate range.
- The following charts compare actual hourly traffic with the estimated capacity curves for TPA.

FUTURE IMPROVEMENTS AT TPA

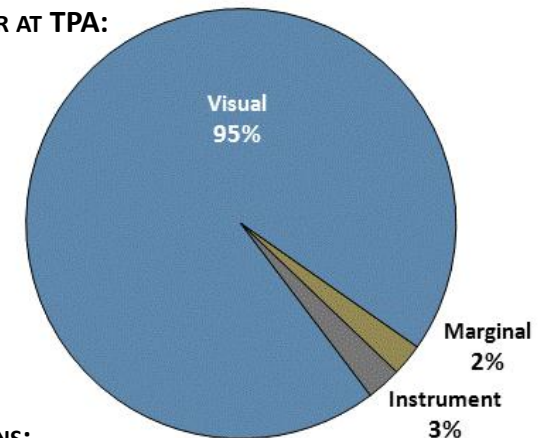
- *Improved Parallel Runway Operations:* Current runway spacing allows for Simultaneous Instrument Approaches, however this procedure has not been implemented yet at TPA. It is unlikely that such approaches would be implemented until required by traffic levels and weather conditions.
- No capacity improvements were modeled for TPA in Visual conditions.
- Additional information on these improvements may be found in this report under "Future Operation Assumptions."

DATA SOURCES

- Actual hourly TPA operations, weather and configuration data were obtained from the FAA ASPM database, and represent operational hours from 7am to 11pm local time for all of Fiscal Years 2009 and 2010. Actual configuration usage is determined by multiple operational factors, including weather conditions.
- Facility reported rates were provided by ATC personnel at TPA.
- Model-estimated rates are derived from operational information provided by ATC.



ANNUAL WEATHER AT TPA:



VISUAL CONDITIONS:

- Ceiling and visibility allow for visual approaches: at least 2100 feet ceiling and 3 miles visibility

MARGINAL CONDITIONS:

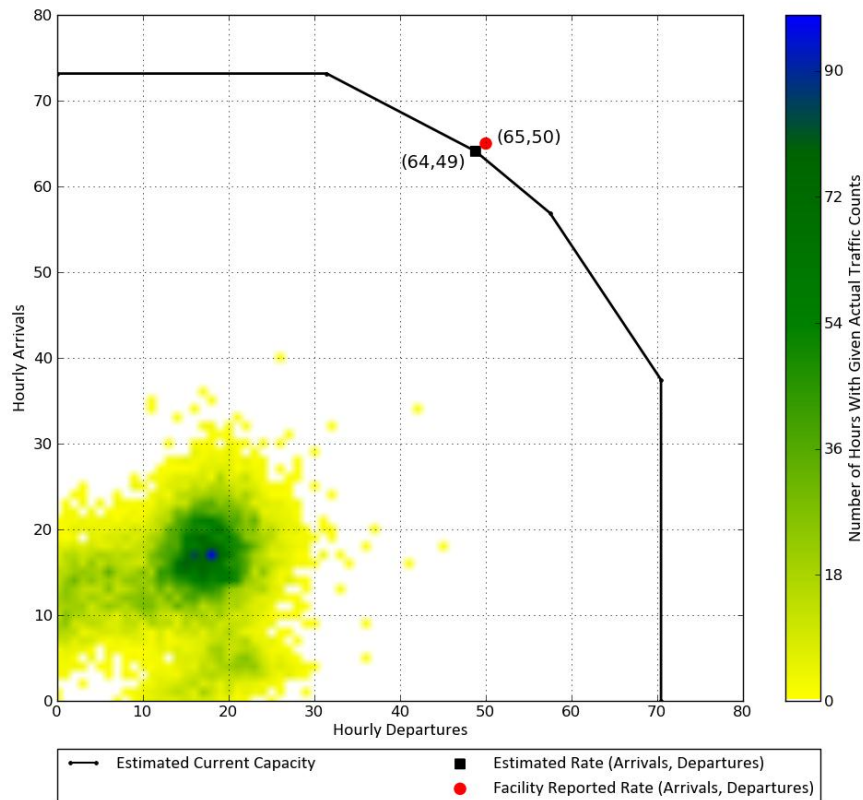
- Ceiling and visibility below visual approach minima but better than Instrument conditions

INSTRUMENT CONDITIONS:

- Ceiling and visibility below 1000 feet ceiling or 3 miles visibility

TPA Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	19L, 19R	19L, 19R	Visual Approaches, Visual Separation	115	113
FUTURE IMPROVEMENTS	19L, 19R	19L, 19R		N/A	113

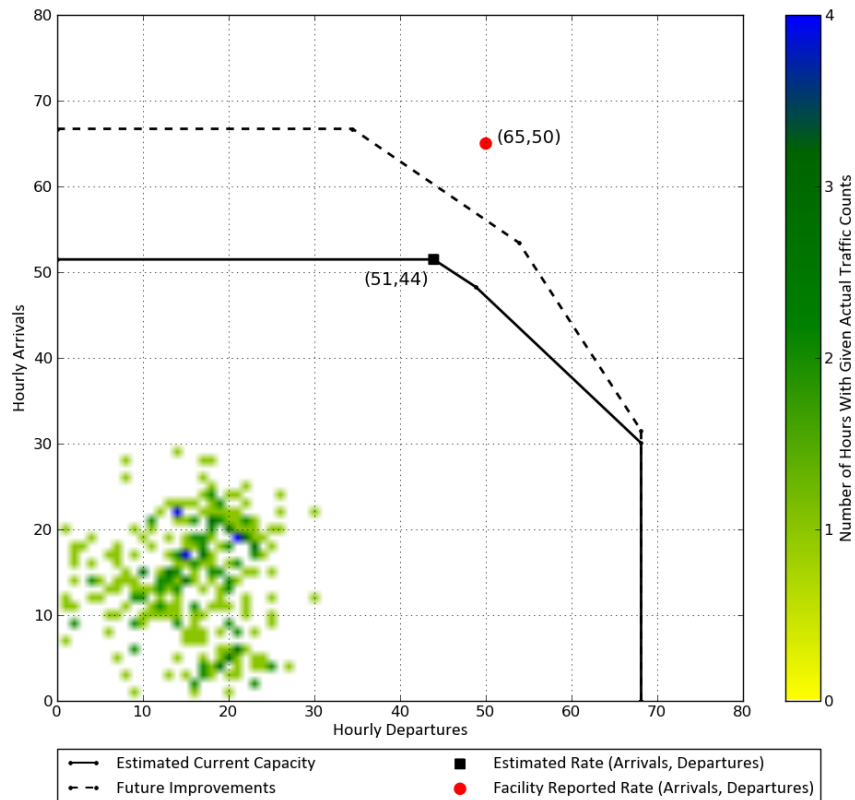
VISUAL WEATHER CONDITIONS



- The capacity rate range in Visual conditions is currently 113-115 operations per hour.
- TPA has two primary directional traffic flows. The airport operates in variations of this configuration approximately 41% of the time in Visual weather conditions (totaling 39% annually).
- All turbojet departures on Runway 19R fly heading 205 until leaving 3000 feet to limit noise exposure on the ground. Runway 19L is not typically used for turbojet departures for noise abatement purposes. The Future Improvements scenario assumes that these procedures would continue.

TPA Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	19L, 19R	19L, 19R	Dependent Instrument Approaches, Visual Separation	115	95
FUTURE IMPROVEMENTS Improved Parallel Operations	19L, 19R	19L, 19R	Simultaneous Instrument Approaches, Visual Separation	N/A	101

MARGINAL WEATHER CONDITIONS



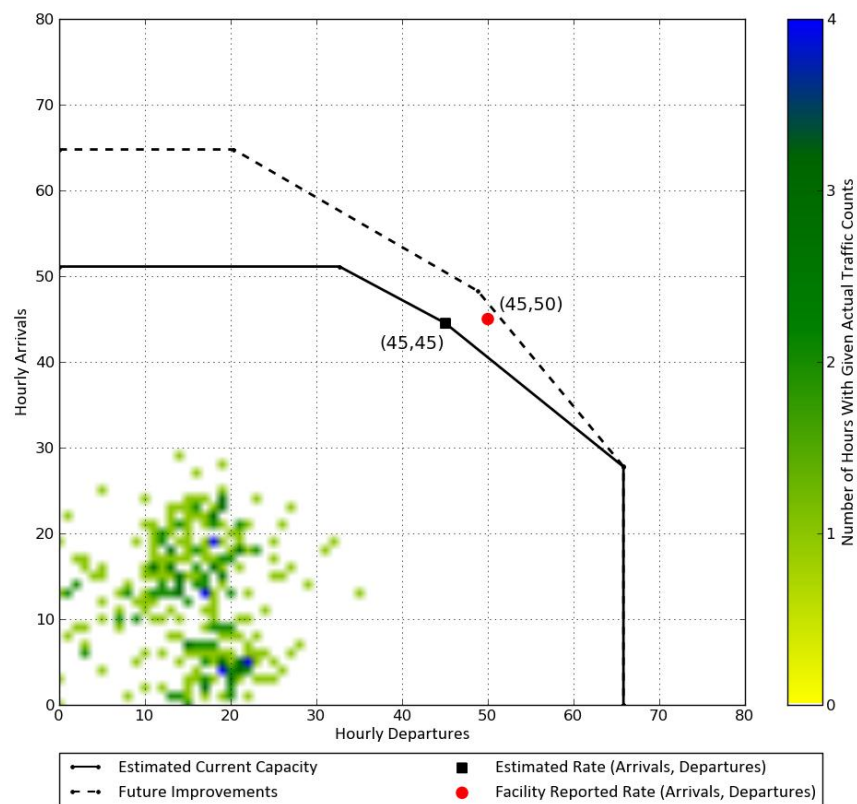
- The capacity rate range in Marginal conditions is currently 95-115 operations per hour.
- TPA has two primary directional traffic flows. The airport operates in variations of this configuration approximately 48% of the time in Marginal weather conditions (totaling 1% annually).
- All turbojet departures on Runway 19R fly heading 205 until leaving 3000 feet to limit noise exposure on the ground. Runway 19L is not typically used for turbojet departures for noise abatement purposes. The Future Improvements scenario assumes that these procedures would continue.
- Reduced separation (2.5 NM) between arrivals is authorized for instrument approaches to Runways 19L and 19R at TPA.
- Peak arrival capacity is estimated to increase as future improvements are implemented.

INSTRUMENT

TAMPA INTERNATIONAL

TPA Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	19L, 19R	19L, 19R	Dependent Instrument Approaches, Radar Separation	95	90
FUTURE IMPROVEMENTS Improved Parallel Operations	19L, 19R	19L, 19R	Simultaneous Instrument Approaches, Radar Separation	N/A	97

INSTRUMENT WEATHER CONDITIONS



- The capacity rate range in Instrument conditions is currently 90-95 operations per hour.
- TPA has two primary directional traffic flows. The airport operates in variations of this configuration approximately 49% of the time in Instrument weather conditions (totaling 1% annually).
- All turbojet departures on Runway 19R fly heading 205 until leaving 3000 feet to limit noise exposure on the ground. Runway 19L is not typically used for turbojet departures for noise abatement purposes. The Future Improvements scenario assumes that these procedures would continue.
- Reduced separation (2.5 NM) between arrivals is authorized for instrument approaches to Runways 19L and 19R at TPA.
- Peak arrival capacity is estimated to increase as future improvements are implemented.